Yield love and homese meet. Then evel high the festive strain

A procession was then formed, with the President and his Cabinet at the head, Gov. Hunt and suite, the invited guests, the officers of the Company, and the citizens. It marched down Centeto Front-street, through Front to Lion, up Lion to Third-st. and through the Depot house, where the public were invited to partake of the Bar becue, which was in readiness. The President and the invited guests of the Company passed to the Loder House, where a collation had been prepared by the citizens of Dunkirk.

After the arrival of the trains, the banners which had been presented by the villages on the line of the road were taken to the Loder House and displayed from its roof. That presented by the citizens of Newburgh was very beautiful. On one side was a shield surrounded by the names of the President and Directors of the road, with the

following inscription:
This peaceful victory is more glorious in its results
than those of Austeritz or Waterioo.
Dunkirk.

Rewbergh Dunkirk.
Neighbors to-day—Strangers yesterday.
On the other side was a view of Washington's
Headquarters at Newburgh, and this motto—
"This day wanting and the world had not seen the extent of human greatness." The Deposit banner bore the following inscription-"New-York and Erie Hallroad—ground first broken at Deposit, November 7, 1835. We hall its comple-tion as a benefit to the public and an honor to its builders "Another banner had the following— "The New-York and Eric Railroad complete the ne plus ultra of human enterprise.

THE DINNER AT THE LODER HOUSE. Here a magnificent repast had been prepared under the auspices of Thomas Downing, jr., and his partner, William Rudd. In the immense dining room of the Loder House two long tables had been spread, and these were loaded with luxuries. There were trout from the Lakes, oysters from James River, lobster and halibut from the Ocean, hams from the great Pork Metropolis, zurkeys, geese, ducks, fowls, beef, buffalo tongues, pies, puddings, fruits of all kinds, and in fact everything money could purchase or enterpriso ob tain, and all these were garnished and put upon the table with that grace and neatness that is peculiar to the Downings. Tables were also set in the two sitting rooms and in the halls, so that seats were provided for about five hundred persons. At the head of one of the tables in the dining room BENJAMIN LODER took his seat, with President FILLMORE on his right, and Gov. HUNT on his left. The most distinguished guests were also seated at this table. After the least, President FILLMORE withdrew, and Mr. Loder gave-The Health of MILLARD FILLMORE"

This toast was warmly received. On motion of Mr. Ramsdell, of Orange, Ex Lieutenant-Gov ernor Patterson was then called to the Chair-The health of Hon. JOHN J. CRITTENDEN being proposed, that gentleman briefly responded. They must excuse him. He had seen so much for the past two days, that if he made a speech he should tire them out, for he must talk at least three hours. He must commence with Peter Stuyvesant, travel through the Revolution, and so down to the preset time. He, therefore, in mercy to his tired auditors, would decline speaking any longer, and propose the health of The President and Directors of the Eric Railroad Com

The health of GEORGE W. PATTERSON WAS then proposed, to which that gentleman briefly responded. On behalf of Chautauque County he bid them a hearty welcome. This day had long been looked for by her citizens and by the inhabitants of all Southern New-York. We have met to celebrate the completion of a work the most stupendous ever undertaken by any Corporation or State-a work of which every person should be proud. It is less than thirty years since the mail through this county was carried by a female -less than thirty years since there was not a single stage-coach in the whole County-thirty-four years and one month this day since the act for construction of the Eric Canal was passed The construction of that work was a great achievement, but it was nothing compared with the great work over which they had journeyed to the shores of Lake Erie. He, however, did not intend to make a speech in response to the sentiment with which his name had been connected, He had risen to propose the health of a citizen of this State, who had just entered the room. Al

low me, gentlemen, to give you. "The President of the United States-Let every New-Norker be proud of such a President."

This toast was received with nine cheers .-After the enthusiasm had subsided, Mr. Fill NORE, who had returned to the room, addressed the audience as follows:

the audience as follows:

If the very fattering reception extended to him had been lendered to him personally, he would have been overwhelmed. He has we it was not briended for him, but as a featimory of respect for the high office which he filled. He considered this an evidence of the devotion of the assemblage to the Constitution, and locally to the glorious Union by which it is maintwised. We have assembled for the purpose of ce ebrating the companion of one of the greatest works of the age-a realroad which in extent is greater than any that has ever been constructed by any nation or any private company. The President and Directors of the New York and Eric Railroad have completed a read which in length exceeds one which the Emperor of all the Emstar- and all the Russians—has been engaged in altempting to accomplish. But my oblyst is not to make a speech; I am too hoarse to do so. Were it possible for me to speas, I could tell you what I saw in prospect on the railroad, coming through this beautiful valley. I could appea of the early projectors of this great enterprise—of those who had falled and falled in the early struggle for its construction. They falled, but fortunately a new set of men had been found who had not in they voce analy to the the railroad, coming through this beautiful valley. I could speak of the early projectors of this great enterprise—of those who had falled and falled in the early struggle for its construction. They falled, but fortunately a new set of men had been found who had not in their voce unlary the word "Fait." They have triumshed over all obscaches, and it is to commenturate that triumph that I meet you have to cay. It is one of the links in the great chain unting the attantie with the Pacific, and I felt it to be my duty to testify my regard for the men, who have intored and labored successfully for its completton, as well as my approved of internal improvements generally. I will not make a speech, but give you this sendment:

"The New York and Erie Railroad. The greatest enterprise of the sign, known to those whise persevering industry has secomplished this noble work."

Mr. Loder expressed his regret at his inability.

Mr. Longs expressed his regret at his inability to make a speech. He never felt more keenly the want of the powers of oratory possessed by so many of the distinguished men before him -Peeling his deficiency, in this respect, he had pre pared a brief address, and if his friends would in dulge him he would, for a few moments, trespass on their time. He then read the following :

on their time. He then rend the following:
Probably the time, the occasion and the importance of
the subject, while size justify me in reverting very briefly
to a few face connected with the history of this Company,
from the day of its charter. I shall only revert to a fete
facis, as a history of all the facts connected with this work
would fill a volume, and an important part of it would be
found in the history of the legislation of this State for the
last eighteen years.
There is to work undertaken in this country during the
last had century, (except perhaps the Eric Canal.) which
has had directed to it more of public attention, and certainly none in which the city of New York, the southern
her of Counties and a large portion of the State have a
deeper interest.

deeper interest.

In adverting to these facts, I shall not intentionally do byssiles to say man or to any number of the many highly trapectable men, who from time to time have been connected with this work, before the present managers assumed the control of it; neither shall unduly exall the services of trose under whose management the work has been brough to a successful completion.

The New York and Eric Railroan was chartered on the 3th April, 1832, with a capital of \$10 ce, 600, and from that date at almost every resistin of the Legislature applications were made to aid in some way in its construction. The objects sought for in these repeated applications, we have not time to explain, and will only give the dates of the passage of the acceptant.

have not time to explain, and will only give the dates of the passage of the several acts referred to—which dates are as follows.

May 8, 1832, original charter; April 18, 1833; May 8, May 8, 1838; April 28, 1838; Mar 11, 1838; April 16, April 29, 1848; April 11, 1842; August 23, 1842; April 43; April 5, 1844; April 43; April 5, 1844; April 43; April 5, 1844; April 43; April 5, 1844

be seen that from and including the date of Thus it will be seen that from and include were called the charter to April 5, 1844, the Legislature were called the charter to April 5, 1844, the Legislature were called the charter to be a seen as many seers, to amend, modify, or to add some new provisions to the original charter. One of the acts referred to granted the credit of the State for \$1,000,000, to aid in the construction of the road. This, with \$1,500,000 obtained from private subscription, to

lis capital stock, logs her with an independent of over \$60,000, which made in all over \$5,000,000 expended upon the wors.

The road, up to the above date, had been brought into use, in a partially falshed state to Middletswn, some 33 miles from Piermoot; 7 miles of which, however, were built and owned by a private association of gentlemen, leaving but 46 miles of road belonging to the Company.

The condition of the road in use at that time was such as hardly to permit a train of cars to pass over it with safety, and has since required a very large expenditure to bring it into its present condition.

That portion of the line west of Binghamton, on which shout \$2,00,000 had been expended, was, at the time the work was resumed, of little or no value, in cusacquence of the decay of the materials, it being principally a piled road, and also from a charge of line, made by the present condition of the sfairs of the Company consequent upon its failure in 1841, and the embarrassment and discredit which for years succeeded that failure, are too well known to require at this time any particular explanation.

The above is a hief optime of the history of this road, or

The above is a brief outline of the history of this road, or

company, and found a few of the present managers at that the members of the Board.

Soon after I became a Director it was conceded that the act of 1643, (under width several unsuccessful efforts hat been made to go on with the work,) was defective and could not be made available to build the road. Hence the effort in the winter of 1845 to obtain forther and more favorable legislation; and after long continued efforts exteeding through nearly the entire Spring of that year, the act of 1846 may, 1865, was obtained, granting the release of the Statellen of \$3.066,060 upon the condition that the road was completed within air years thereafter. Under this act, after some months of celay (the conses of which it is not necessary now to explain) the present organization was formed, and under their management the road has been carried through within the time limited by law, and yesterday, the lish that the six years allowed by the act for the completion of the road, expired. But the affidavit required from the President of the Company that the provisions of the law had been complied with, was filed some two weeks after, and the State loan of \$3.00,000 was cancelled. This important result enables me to announce the fulfillment of a pieceg made to several members of the Legislature, in behalf of myself and associates, during the pendacy of the bill referred to, and if there are any here who were parties to the compact, they will remember the pieces and the circumstances under which it was given. The circumstances referred to and if there are any here who was granted, and the failures and disappointments, which had so generally followed the passage of the several act, of the confidence of its utilinate success. Hence, in an awar to our appeals for further legislation, we were frankly told that it would be of no use to pass any more this, as we would probably shandon the work as others had, when any serious difficulty occurred. Upon the Impulse of the moment i replied, pass the bill and we will stand by the ship, in storm or Soon after I became a Director it was conceded that the

when it looked quite as much like sink as sine—and noining but a firm determination on the part of the Board of
birectors to shrims from no responsibility, and to grapple
exceeding, and if possible successful; issue, and redeemed that promise. Now we can look those gentlemen in
like face and say the pledge is redeemed, and the hond
canceled. When this organization was formed and the
onlies and obligations were assumed for carrying forward
this work, there was not one of our number who had the
onlies and obligations of the labors and responsibilities which
we had to encounter; neither did we know a tithe of the
difficulties in which its affairs were involved. These, with
those incident to a work of such magnitude, have required
incessant labor and toll for the last six years. But the object of our labors has been accomplished; and his with no
little grafification that we present to the Sauthern lier of
camiles, and the City of New-York, as the result of our
labors, an iron way, connecting the waters of the Atlantic
with those of the great Western Lakes. This consummation, so lorg hoped for and struggled for, has, after years
of hope deferred, been resulted, and the Southern user of
camiles are no longer the "Secluded Districts" of the
Sate; but can now, or soon will be able, to take rank
with other, and heretofore more favored, portions of the
Empire Saite. In saying this much, and I hope I can say
it without being justly charged with egotism or undue self-exultation, that there is no Board of Directors in the City of New-York, or probably in this
country, who have done more, and worked more
excessivy and fathfully in the discharge of a great
public duty than the Directors of the New York and
r le Raircad. Oliventimes when the credit of the Obrectors
has been used almost without stint or measure to carry on
the work, and preserve its credit—and with the offerepeated predictions of failure on the one hand, and detraction and interpresentations on the oher, they have gone
steadily forward, triumphi

At the head of snother department stands a gentleman shore duties for the last five years have been addoors and perplexing, requiring much care and patient, perseve-og labor—I mean Asher Tyler, our General Land agent te is eminently entitled to the confidence and respect of the Directors, for the fainful and satisfactory discharge of

his overcus duiles.

There are many others that might be noticed hal we time to do so, who have served the Company faithfully in the prosecution of this work, and are entitled to the thanks of the Directors for their bonest devotion to the interests

minally ork, it is true, bas cost more, much more, than was originally estimated; so is the work, as constructed, of a much more permanent and durable character than was ori-ginally contemplated; and for its length, there are few roads in our country of more favorable gradus and curva-

in the progress of the work, the various improvements in

te. The main line of this Road, from Piermont to Dunkirk is miles in length and including the Newbugh bracch, I , will make about 465 mlies of rairroad, and is probe te longest railroad in this or any other country awe under one charter, and inuning under one manage

the work has coer, including becomplives, cars, depairings, machine shape and machinery, between twenty of twenty-one militons of dollars. This sum is large, so the property large which it represents.
The cost of this road, large as it is, is not one-quarter of a cost of the road between bloscow and St. Petersburgh Bussin, with which our former chief nighteer. Major own, is now connected. He states in a letter that the saft referred to, 42° miles in length, (it being a donline set, however,) has cost between eighty and ninety miles as despited.

ch however, has cost between eighty and these which so d'dollars of dollars of this majo tunk has induced the conscious of a large number of other roads, which are now it and in process of building, terminating in said conting with the main time, which in the aggregate will cont to as many miles as the main truth, and covering with a retwork a large portion of the central and overing parts of the Saite, and before two years here will prope one thousand miles of air feet track bernitesting on Hudson Siver, and bringing the treasure and wealth the Saite into the City of New York.

the Hudson Siver, and brigging the treature and weath of the State Into the City of New-York.

I have thus far confined myself to a consideration of the subject in connection with our own State. But when is baken into account the further ject, that this great true way connects the waters of the Atlantic with those of the great Western Lakes on the borders of and adjacent to which, for theusands of miles the country is rapidly filling up with an active suffern sing populs ion a nortion of whom, at least will find their way to the Atlantic, over the New-York and Erie Railcoad with their was not yearly increasing products—I say, in view of these considerations, every New-Yorks their original to be proud of this structure, second only in importance perhaps, to the Erie Canel, the one hand by the heeral and enlightness porcy of the State the other manify by the private liberality of the cirizens of the only in importance pechaps, to the Rife Canel, the both by the pheral and enlightened policy of the State other, marky by the private liberality of the cliffers of Cas of New York. When is taken into account the rate increase of population and posteris of that great West both the this State should afford the necessary avenues of communication between the Great West and the Comment center of our country. There is no well grounded extended and the theory actions between the Great West and the Comment center of our country. There is no well grounded extended and the country of the travel to the country of the travel to the country of the travel to the country of the travel and the capacity, even with the larged Erre Canel. There is now, or soon will be, but the principal unless for the travel and business the state shall be furtish the principal unless for the travel and business. larged Erne Cassal. There is now, or sooth will be, dustries either uph for all and for each and naises this State shall be seen up for all and for each and naises this State shall be seen and predictive country, with its large and rapidly normaling population, other avenues withe found to reach normaling population, other avenues of communication are to a blante market. Other avenues of communication are to be building by our sister States all reaching toward the saley of the Mississipol. In that wast Western region, yet but partially improved, hes boundless ources of westlin, yet undeveloped, and the guilding and coreasing militons of her people, will require all the outces that are yet opened, or in prospect, to afford them selflines to reach the Atlantic coast.

A no distant day, with her wast numbers and consequent A no distant day, with her wast numbers and consequent belief to be keep up a rapid and frequent therefore so to green the extremes of our common country.

Therefore any success to all the projects of inter-commulation now commerced or in prospect, whether in my lown State or in others. For, while I am a citizen of New-York, and am pround of my native State, I cannot and would York, and am pround of my native State, I cannot and would York, and are proposed in yor of such and every part or my whose country.

The New York and Live Railross, from the great length and geographics I position, forms an important link in the and geographics I position, forms an important link in the side geographics in position, forms an important link in the side of the proper of the proper of the proper of the proper of the side of the proper of

The New York and are Railroad, from its great length and geographical position, forms an important link in the chain of Railroad connections, with roads now constructed and in process of construction, through the States of Pennsylvania, Ohio, Indiana, Michigan, Illindia, and other West-

Allow me in conclusion, and in behalf of the Board of Di-

tenden was again called for. Finding it impossible to resist the call, he mounted the table and ble to resist the call, he mounted the table and addressed the enthusiastic andience as follows:

He had cardidly for once to confess his ignorance, for it was not until he had beard the atterments just made by Mr. Loura that he had comprehended the magninde of this great work that we have been two days admiring it had stolen along without attracting his attention, as that when he received the invitation to join the President to celebrating the completion of this work he had so that when he received the invitation to join the President to celebrating the completion of this work he had so that it is. I shall be ready to answer all inquiries that may be made of me respecting it. Bonaparte boasted, is use high of his power, that from the Medierranean his eagles had flown from steeple to steeple, until they lighted on the top of Notre Dame. But what have I done! What have I seen! What have I heard? I have come on a Railroad from the Atlantic Ocean to the aboves of Lake Erie, a distance of 467 miles, not from steeple to steeple, but from mountain-top instances of their appreciation of bene factors. The Solots, who formerly framed wise laws, are still honored—the great Hannibal who crossed the Alps is all memoralle to all, and every scheolboy is whitiped into admiration of him. Now, what does our President and his associates deserve? What do we not owe to them? They have not, like Hannibal, cut their way across the Alps for the sake of bloodshed and conquest, but they have does more. They have made the samighty Allerhenies bow down before them, for the benefit of civilized man. What other country can boast of such an a sherement by its private citizens? I wish that, humble as my voice is, I could reach every poor man on the line of the Railroad. I would say to this be not anhamed of poverity—be not envious of wealth. Weath in this country must be partiotic for it must be also an an asheroment by its private citizens? I wish that, humble as my voice is, I could reach every poor man on the line of the Railroad. I would addressed the enthusiastic audience as follows :

bretherhood—a Union in fact and not in theory.

That is what our fathers gave us, and if we are not bashards to our aihers, we will never give up that glorlous Union. A Union in peace, it was, is hardships of the first settlers, and in all the agoories of our revolu ion—are we willing to eartifice all this! No, no:—thank God, no! No, I trust not. Then let us go on. Let us hold on by Not, I trust not. Then let us go on. Let us hold on by Not, I trust not. Then let us go on. Let us hold on by Not, I trust not when the sun ever shown upon. This continent seemed to be reserved by Providence for a late discovery at a time when religious and political tyramy in Europe forced the boldest, the bravest and best of her spirits to seek an asylum. They came here. Providence seemed to have relained a virgin continent for them—a most magnificent shode for man.

This address was received with the greatest enthusiasm. We have given but a brief sketch of it, for the room was so dark by the time he concluded that we found it impossible to make notes of it Hon. Danier S. Dickinson followed Mr. C., devoting his remarks mainly to a defense of his course in the U. S. Schate.

While this speaking was going on inside the hall, President Fillmore was conducted by the chairman and committee of the town to a platform erected in front of the door of the hotel-The platform was surrounded by an immense crowd of men, women and children, and the President was received with great enthusiasm. He said that he was no less glad to be there, than touched with his reception, and after a few coagratulatory remarks upon the grandeur of the work and its entire success, he bowed and withdrew. There was a universal cry for Gov. Hunt.

who said:

"Gentlemen, it gives me unfeigned pleasure to unite
with you on this occasion. I come here not only to compilment the Directors but to congramiate the State, for
tils great work is the result of private and individual enterprise. It is an unparalleled undertaking, and I have no
doubt many have more than despaired of seeings a result
so dear to their hopes as its completion. This day their
sorrew is turned into rejoicing, and I too, cannot out re
joice that we are all here, united to-day, in the celebration of so great a triumph.

circe that we are all here, united to-day, in the celebration of so great a triumph.

The only important work in this State which can be compared with this is the New York and Eric Canal. But that was completed not by the energy of individuals, but by the enterprise of the whole State. I will say, therefore, that there ought to be no jealousy among those interested in works so great, and least of all in the State of New York. They should be regarded, not as sivals, but as friends, for they are the result of a similar desire of the weefare of the people. The great work to-day completed does not shower its benefits upon you along, who a well singing its line, but cour buttes probably more to the welfare of those beyond, who live across the waters than even to that of our own community. It is, therefore, a great, matioscil improvement. It condets many States of the

great event, which is much increased by the consideration of the blessings conferred by it, upon the southern tire of counties. I know that they have looked to this day, with rager hope and expectation. They have doubted and dubted, but now they behold the end, and I have always wished that every portion of the State might have equal convenience in every public improvement.

Gentemen, this end is now achieved for the southern counties and from threams spirit of enterprise, all that we hope will result. How well may they say,

"Now either water of authorized."

"Now is the winter of our decontent.

Made givens summer by the son of York.

It has made even the most desolate places smile, and the

It has made even the most desolate places smile, and the wilderness biossom as the rose. Even now I fancy I can lear their votres so axing. Japplanue I it is a great day. Three cheers J It would be pleasing to dwell apon the many considerations suggested by this occasion, and upon its great benefits the work confes.

But it is impossible. For you, Gentlemen, who dwell among these monnairs and forests, your estates will be consequently greatly enhanced in value—your lands will be more valuable than ever. But there are more than material results—there are ends loftler and more valuable than ever. But there are more than material results—there are ends loftler and more valuable and they are the never grand now life which are every where put in motion. With these, no results can be compared—they are the true and the permanent triumphs of this road.

I have said more than I intended, for I did not propose to make a speech. I have never, historio, enjo, ed any malar occasion more. I hope it may be my good fortune and the present and the propose.

Three cheers were then given for Governor Hunt, and Mr. Graham, of North Carolina, Secre tary of the Navy, was introduced to the assembly. Mr. Graham, a man of polished address, said:

Mr. Graham, a man of polished address, said:

"Fellow Cidzens—I rejoted in this day, and in the completion of this great work, which inrishes the occasion of our meeting, for they are the means by which we shall more cleasely intermingle, and which will make us love each other better. Fellow citizens, this work is a trimph greater than almost any triumph of war. This work any passes the sleep of Troy, the stene of Jerusalmor or any of the great historical fames of victory. The get themen, who conducted this enterprise to a successful tellulation, I regard as heroes quite as great as those of war. It is right that this Company about receive as it desirves, the cordial gratitude of every citizen who is here to easy Continuent. I did not intend to make a speech, but I make recite to you an anecdote which I think not irrelevant to the occasion.

the twist recite to do not intend to make a spectral to the recite to you an anexodute which i think not interelevant to the occasion.

It is said in a story of Tieck's that the minister of a certain Queen had become very unpopular, and she appainted a day when she would receive and judge all the complaints against him. On the appointed day the accuracts came. The first complaints was a carrier of dates and his complaint was, that whereas it had been always the custom that a basnet of his should be haisteed on one adde of the pannier with a basket of siche this wicked Minister now declared that there should be two baskets of fish instead.—Then came an architect, and complained that this minister had repaired the suit out public buildings instead of suffering them to fall into decay. It was wrong, for he ruins showed to all the world how little their forefathers how of architecture. Now the Queen was inclined to overlook these beinous crimes in consideration of the years and services of the Minister. But she was a woman, and she lived in the island where it was the custom that the wife should burn herself uses he rhusband's fun ral pyre. So when she heard that the Minister wished actually to should his final union, and so to interfere with the most cherished previouses of the sex, she decreed, "I confess his sindivines. Batish him fur yer." But the Minister said to ber, "Madame, at least fur yer." But the Minister said to ber, "Madame, at least exist me to some poor and ruined town whiters the Minister might retire, and at the end of 6 months they retired at decine d that no such town was to be found. "Why, then, your maje sty," inquired the Minister, "would yet banksh me if there is no part of the kingdom which I have edministered, sufficiently in decay to give me an opportunity of repairing it."

Such, ellow-citizens, might be the answer of the Compensation.

Such, 'ellow-citizens, might be the answer of the Com-SET O'CHE WALLES Abould they ever fall into condemna-tion. Along the whole rouse you will not find a low a that is not fourishing and intriving. It is a line that shods the two freat waters togethers, and which will bring into close commention not only the various commercial pro-ducts of the West and the East, but the delimate fity of the city with the middler bloom of the country, and so induce great social changes.

city with the rudder bloom of the country, and so induce great social changes. Gentlemet—Living at a point very remote from you, and deathed perhaps, rever to see you again. I should be unworthy the name of an American clusten if I failed it say how much of the sincerest pleasure the excursion has shorted me, and in taking leave of you I must thank you for the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with which you have heard my described from the pailence with the pailence wit

At the conclusion of Mr. GRAHAM's remarks, Mr. Joseph Hoxie was loudly called for and made a characteristic speech.

At sunset Mr. WEBSTER was introduced to the assembly by the Chairman of the Committee, and was loudly cheered. Mr. Webster spoke as fol-

Gettiemen, I wish it had been at an earlier hour of the day that I had appeared before this wast assembly. But if you had stand the damp of the evening six so can I; and if I can make you hear me, whether my words are worth hearing or not. I must detain you while I say how profestedly in pressed my heart, feeling and judgment have teen by this great occasion.

Gentlemen, I have had great pleasure in accepting the Invi asken to come here to-day, as one of the assectance of the Fresident of the United States, and to join thin to meeting you and the Directors to untile in occiberating the anspicuous opening of this work. In admiring its magnitude and magnificence—a work which seals the union of the great West with the Attantic waters.

Gentlemen, I wish on this occasion, first, and it is my first doty—yet I wish, before the feding streaks of the setting san shall quite expire in the West, to read to you the names of the Directors of this Company who, in my opinion, have entitled themselves so highly to your grattude and to mite and to that of all the lovers of public improvements in the community. Allow me to reed the names.

the means of success. I had them to define a variety to be respected, and if I had my way, their names should be emblazoned on the records of this occasion, and should go down to posterity as men who, under the inspiration of no private or particular advantage, have accomplished a work unequaled elsewhere, I believe, in the world. The Railway from 81. Petersburg to Moscow a tone competes with inis—and that, I beg to say, was built under the charge of the Engineer, Mr. Brown, who was formerly engaged upon this road, but who feared that it could never be competed.

Let me say, gentlemen, that this appears to me to be a

tequeshind to us.

There is the grad lake whose waters connect with other waters that stretch 1950 miles to the west and south west. Here a railroad that unites these waters with the Atlanta and the East. There is nothing claewhere like this, and without industing in a boastfut spirit, and if all created men were to bear. I would still say, that in our political position and security, we enjoy more than any other nation has ever enjoyed, and that there is not, and never was, to not he seed the earth, a country like ours. I say that there was never a country of such political and social prosperity as God has given to us in his benige providence. As I came along i read in the little book describing the romantic heavy of this road, that his ne any day this only sitracted the attention of some of the men of New York, and specialty of De Witt Clinton. Now, enotiemen, let us be just—let us of this generation be just. Mr. De Witt Clinton was a man attached in hie day to partise. He had strong it tends and fores who oraleed or abused him extrawaganity, but who of the New York great men has left betind him stronger proofs of devotion to takes great works whose breefits will last when parties are forgoticn? He was a great man in connection with this work, for thirty years go be showed that Dunkirk was to be a great port in connection with some such undertaking. Now shower demonstrates that which abuil be to the benefit and convenience of the people he is the patriot. He may not brag—history may not cover him with ecitat—our ais name be often mendoned. But he cause me—I had intended, had

worth it is a week along the ables of monotales, over some points close along the ables of monotales, over rivers and raviers. It is done. It shows what enterprises will do; and you gentlemen, who have the greatest rea-son to rejuice, will naturally take the lead to these re-ticlings. But it too, who am not a New Yorker—who have no conters in the matter, and have no reason to like or dailing it, except in its great unitonal character, have whell it is completion with wonderand price. entlemen I wish that there were mind that I might say tith the Beavens and more in my mind, that I might say ou something further and worther. I thank you sin-ely for this kind, reception; I leave in your midst my threat wishes, and bid you an affectionate farewell.

During the whole journey Mr. Webster had been very much fatigued, and upon arriving at Dunkirk feared that he might not be able to ad dress the people. Somewhat refreshed, however, at the close of the afternoon, he consented to speak, and we do not recall any finer spectacle in this kind than the Olympian head of Webster, bared to the last light of the sun, and his deep. weary eyes rolling over the multitude and a region which they should probably not again behold. This feeling lent a profound significance and even sadness to the final words of his speech. After Mr. Webster had concluded, there was a universal call for Senator Sawand, who thus responded :

sal call for Senator Szward, who thus responded .

Citizens of Chartenuper: It becomes me to be stient when desired and attacement of the States are here testly and willing to mingle their congressistators with your own fervant rejectings over the last years achievement of New York. My coming among you is only the return of one of your county with stodens; which be can never ferget. Cheriching, as I co always, that ancient remembrance, I enjoy one of the greatest pleasures of my life in counting to you at last with the long promised, long dealerd, long loaked for Rairond, which, without detaching you from Ohle and from Pennsylvants, unites Constitute together with Pennsylvants and Ohlo to the State of New York.

To many of those who rejoice with us to day the New

New York.

To meny of those who rejoice with us to day the New York.

To meny of those who rejoice with us to day the New York and Erie Railroad is a work which presents itself with all the attraction of towerly as well as of grandeur. It is not so with us. It is the triumph, the tardy triumph of justice, delayed through the life time of a generation. There are wireds spread all around me of the fortunes ruined by long delays and renewed suspensions of this generated by the State as a visionary chimera, ruines, such the State compromised by giving up its claim of three mailtous to get rid of further harard, and losses by it. When will the people of the State of New York learn to know and comprohered their own strength and their interest, to cost twenty millions. The Erre Cane the agent which only been constructed for about the later aum is prosecuted with timidity and even distrust and releasing its cost two fold, and postponing its benefits till care who pay for it shall have gone down to their graves, Even now they tell us New-York must hold in her read has not speak aloud, and for Truth and Justice as the believes Truth and Justice to be, for fear of losing her name and Commerce. Her trade and Commerce came to be routh plear suppression of her principles and her sentiments, but were drawn to her by her Atlantic position, sit oby her Rivers and her Ganais and Rairroads. They is no for in favor, but became she of all others could the property of the position of the property of the country of the property of the position.

c by her Rivers and her Canais and Rairona's Trany time too firm favor, but became ahe of all others could by most for west others had to sell, and could sell chappe in heat others had to tay. Her trade and Commerce are led now on that sentre and condition, and in that less the sees of the commercial supremacy of New York. What is that secret Statesmen and citizens of other takes, here it is! Here is Lake Eric Streening way for huncreds of miles to the west less the Condent of America. Then almost at your feet is the Atlantic, he key of that Continent. Far away in the East is the World familiating fee the supplies which that new cutting can supply. Here on the Lakes, which receives supplies, and bear them in sloops, schooners, origaness supplies, and bear them in sloops, schooners, origans is hours, some three or four hundred miles wide, over which or through which they must be carried to the banks of the Atlantic creat, where other other shoops, schooners, hips, ships and steem abjus are waiting to wait them to Liverpool and Loudon, and bring back the compensation to the cultivation. New York has only to cut a caral across this narrow istimus, which is siment once continuous plain, a channel broad erough and drep econgh to carry across the freight of the West, which are to be transported to the East. A channel how large! Mattriestly a ship channel, because the commerce on the Lakes and on the Sea employ deets and nothing less that ship channels from Lake Eric and Lake Ontario world be account.

The Eric Canal, the Central Railroad, the Northern Railroad and last but by no means least, this great Southern Railroad and the contral Railroad.

The speaking in front of the House was con' tinued until late in the evening, by Mosers. HALL' CRITTENDEN and Hoxig. Though the speakers were tired of talking, the people were not tired of listening, and as they would probably never again have so good an opportunity, they were determined to improve the present.

THE EVENING.

At eight o'clock, the signal was given for set, ting fire to piles of combustible materials which had been prepared during the day. One immense pile east of the Loder House contained about twenty cords of wood, a cart load of straw,

and ten barrels of tar.

The Loder House, the American Hotel, the Post-Office, the Telegraph Office, and almost every private dwelling in the village was brilliantly itprivate dwelling in the village was brilliantly Piuminated during the evening, and after the speaking was over, there was a magnificent display of
Fireworks on the high ground between Swan and
Dove atreets. These closed the festivities of a
day which will long remain in the memory of the
inrabitants of the embryo city of Dunkirk—for
around the terminus of the Eris Railroad there
must ere long spring up store bouses and dwellings, and machine sheps, and manufactories, and
all the products of the teeming West must be all the products of the teeming West must be gathered there.

ings of the day without a word respecting the barbor of Dunkirk. Many have asserted that it was unfit for the navigation of steamers and large vessels, but the experience of to day affords abundant evidence of the falaity of these asserabundant evidence of the falaity of these asser-tions. No less than eight large steamers were at one time moored at the wharves, together with several schooners, while the U. Micrigen lay at anchor inside of the breakwater. An old Captain told us that in front of Dunthat shricked startling replies high up and along that a vessel with good tackle might there ride us in safety the heaviest storms.

The times are Democratic. At 74 o'clock in the morning, Secretary Graham and Postmaster-General Hall, were awaiting their turn in the common wash room. We had been all admirably accommodated at last, although the struggle to get actual possession of a key, after all the prelimipary ceremonies had been performed, was very arducus and enduring. If any Director or guest was fortunate enough to secure a key, he quietly opened the door with it and retired, remaining exacerbatingly deaf to all after comers, whether they pleaded cards, proprieties, rights, or what ever eise. There was nothing to be intensely desired but aleep, and even the sense of justice shared the slumber. Harry Franco and your correspondent found their legitimate doors locked twice, and only by the courtesy of a friend, obtained any bed. Nobody was to blame for this. It was one of the little collateral circumstances which Dunkirk was not sufficiently intimate with civilization to avoid. A substantial breakfast was served upon all the steamers.

At 10 |. A. M., of the 16th, the President of the United States, with his suite, repaired to the great hall of the Loder House, which had shortly before been suggest: d as the most convenient and appropriate place for the ceremonies of leave ta-The Governor of New-York, the President and Directors of the Eric Railroad Company, and a large concourse of civizens were present. The assemblage having been called to order, President Looks addressed the President of the United dintes as follows:

Mr. Parsibear Allow me, in behalf of the Directors of No. You and Elle Railroad Company, to express to the New York and Elle Railroad Company, to express to the New York and Elle Railroad Company, to express to the their deep seems of the high botton which you have conserved upon them, by consending to become their guest tills of the south and a line arknowledgement to those stognished gentlemen associated with you in the administration of the Government. We appreciate in all the non-rach a mark of the consideration which you have exceed to the normalism, and tender you at nature over the consideration which you have exceed to the normalism, and tender you at nature over the second to the consideration which you have exsome such a mark of the consideration which you have extended to the occasion, and tender you at parting our most
succre thanas. In now reluctantly sevesing our relation
of heats and guests, we have the most lively grafication
in into state to confide you to the keeping of the Governor
of the State of New York, feeling perfectly assured that in
outsigning you to his hands, we commit the trust to one
who will duly appreciate the henor and its high responsision of our State, we now commit you to the guardianhip of those who are eager and willing to accept the trust.

The President of the United States replied in a short but touching address, returning his sincere and cordial thanks for the invitation of the Presi dent and Directors of the Eric Radroad Company and for their marked and unremitted attentions. He said that the excursion and the occasion had afforded to him and his associates the highest gratification. President Loder then advanced, and taking the President of the United States by the hand, presented him to the Governor of the State of New-York. Governor Hunt, with impressive earnestness, said :

MR PRESIDENT I welcome you to the State of New-York; and as the President and Directors of the New-York and Eric Ballyon Company have relinquished their for and Eric Ballyon Company have relinquished their claim to you, I assert mine. I have long been familiar with your course in poble life, and it has commanded my store course in the forest of the second of the president and Directors of the Railyond Company for the hanor they had conterred on him, and assured them of his gratification in being permitted to accompany the President of the United States to his old bome in another sortion of the State, where a man cortial welcome awaited him. For

To which address the President thus responded

sponded:

The position he occupied was one which had not been designed for him by his follow citizens; the dignity of that high station had been conferred upon another far more worthy to fill it, and for more competent to discharge has responsibilities. He had never desired the position, and the shades of private life, to which in a short time he should return, had far greater charms for him than any public station, he were exalted.

The Fresident next alluded to his policy and measures as the Chief Excentive of the Nation. He visited his native State, he said, with sensations which, in reference to his official position, were paraful. He was aware his, is the discharge of his duties, he had wourded some of his discest and most chertweed friends; but he had acted with the purest motives and with singleness of purpose; and he had full bound to pursue, not to judge him to harsly, had to give time for the development of the consequences of these measures. He surget have erred, but not intentionally. In conclusion, he again thank of the President and Directors of the Salivood Company for their politeness, and said that he abould be happy to most the nather sensitions on Washington, and wherever eithe he might be in country years. He expressed his salisfaction in being about to accompany the Governor of the Salivood in being about to accompany the Governor of the Salivood impress.

The scene was in the highest degree impress ive and affecting. The President manifested deep feeling. The dignity and solemnity of his manner gave to his language its fullest meaning In referring to his retirement from public life, he spoke with earnest sincerity. There was a signiticance in all the incidents of the brief allusion to that event which led every mind to the irresistible inference that Mr. Fillmore would in no event consent to become a candidate for the

At the close of these ceremonies, the guests that were from New York proceeded to the care, which immediately started homeward, their departure being announced by a salute. In a short time the President and his suite embarked on board the steamer MAY FLOWER, which was in waiting to convey him to Buffalo. As he stepped on board of the steamer, a national salute was fired from the shore, and another from the United fired from the shore, and another from the United States ateamer at anchor in the harbor. The sound of the beoming cannon had scarcely died away as the May Flower pointed her bows toward Buffalo, and the quiet village of Dunkirk, baptized amid the roar of cannon and the rejoicings of thousands, with the President and his Cabinet, the Governor and the principal Officers of State, and Senators, Congressmen, Legislators, Judges, and Aldermen without number, as its sponsors, was left to grow and prosper under the fostering care of the President and Directors, the ostering care of the President and Directors, the friends who have adopted it as their own, until those [who stood at the baptismal font will scarcely recognize the vigorous thriving city as the decaying village, with its grass grown streets, in which they yesterday celebrated the comple-tion of the New-York and Eric Railroad.

Gov. SEWARD was the here of the first train

eastward. The feeling of the people seemed lees restrained than on the day before, and at every ittle station there was a unanimous demand for Seward. For 40 miles beyond Dunkirk we passed through a region of hemlocks, beach, maple, ash, birch, cherry and sycamore, hickory and oak; for 150 miles further it is a pine forest. The Spring had come hither more rapidly than we; the leaves were almost unfolded and the fruit trees looked healthy and vigorous, for the Lake air equalizes the temperature and prevents sudden frosts. The peaches of this region rival those of New Jersey and there are equally good apples, cherries, quinces, pears and plums. Musing upon this delectaces, pears and plums. Austing upon this detecta-ble natural banquet. Harry Franco directed our strention at Cuba to a sign, concisely announcing, "Victuals and drink," and was only out short in his career by a general call for Gov. Seward at Fornellsville, a town of political feelings sympa-thizing with the Senator's. Gov. Seward smooth

Fornellaville, a town of pullical feelings sympathizing with the Senator's. Gov. Seward stood upon the platform of the cars and said:

"Genience, I am very god to see you, but have no speech to make. I am not a man of secret sentiments. I have no thoughts upon public affairs that I have not freely discussed with you, and with every one who has wished to know them. I have no reserved principles—[applause] and I have only a moment to tell you what we have been doing. I have been to the Wedding, gentlemen, to the great Wedding, in which the retired water of Laxe firms was the bride, and the old sait less the groom. The heary Alleghentes gave away the bride, the Suquismonial, the Delaware, the Canisoo, the Genese, and others, were the trincesmotes. The ring was the glft of the merchants of New-York—an for ring worse in two strands was forged, and manufactured, and brought together here by Alexander Allem. If you want to see the ring, lock moder these wheels. Gentlemen, there were two pardes absent, who had prote seed against the isoms, and authough their absence was a greenble to others, their presence would have been agreeable to me. One washibe Syracuse Gonvention for the dissolution of the Union, and the other was the Santh-Caroline Convention for ascession. Nevertheless, it is imped, and believed by wheelms, that this ceremony with this series beyond the reach of envy, makes and all methanishieses. Gendence, if should try to say more the first who conducts this correspond you'd done me short with his shrill voice. So I must hid you fare-well. God bieze you.

who stood allent and stern as ever, their brilliant blankets almost flashing in the lightning of our

The train reached Elmira between seven and eight in the evening, and most of the guests alighted, and among them Gov. Seward, on his way to Auburn, there to pass the night. There was great festivity at a late hour-dancing and serenading in the moonlight. We went forward to Binghamton, which we reached about 104 Here we alighed but Harry Franco, unable to per suade our sleepiness of the superior advantages of a night in the cars, purchased some sour apples gloomily, and, to our great sorrow, went on with

The Lewis House at Binghamton was appoint ed by the Directors for the lodging of their guests, and we encountered here as everywhere, and no where more than here, every possible attention, in fact, all along the route every one seemed de-termined to do all that he could to advance in the pleasantest manner the purposes of the exou-sion. All the way to day there had been cheering and waving of handkerchiefs and universal joy. And here we wish to say, that if ever agentleman And here we wish to say, that if ever a gentleman was gallant or chevalier, preuz, then that gentleman is Capt Morgan, of the Bouthampton, "our very good friend," and if ever man deserved the express commendation of the New York and Srie Railroad Company for giving them the fairest fame of politeness, then that man is the same individual, who allowed no little boy with his valiant fishing rod, to swing his hat, and no maiden that of distant window to was her rodes that at any distant window to wave her modest hand-kerchief, unacknowledged. Occasionally during the day Senator Dickinson had been called out and made a few remarks, and the little white villages, with "Corinthian fronts" as the eloquent guide with a "nice derangement of epitaphs," alls the square and round posts of portices and dazzas, looked clean and contented in the pleaspiazzas, looked clean and contented in the pleas-ant afternoon, dreaming of that prosperity that shall soon roll into them along the Railroad.

FOURTH DAY. On the morning of this day a gentleman courteously drove us around the beautiful town of Binghamton, whose beauty was not drowned in the soft summer shower. The town is situated at the confluence of the Susquehannah and the Chemung rivers. The streets are spaciously laid out : the houses, particularly beyond the bridge range along the high bank of the Chemung is easy elegance, and it has the air of tranquil dig nity that belongs to a few of our island towns Along the whole line of the road there is no spot that seems to us to offer greater promise either to the visitor in search of summer pleasure or a

more permanent residence.

We were off at 9j, and 10 miles beyond Binghamton passed the old house in which Jos Smith was born-the Mormon Meora, as suggested by the "Guide." The rich, moist, cloud-light was almost richer than the sun, upon the lovely love of the Susquebannah valley. The farms here are handsome and well-cultivated, and there is no more striking prospect upon any road than the view upon the upper part of the valley, as we slide up the mountain ridge at Susquehannah, and pass again the stupendous cascade bridge and the Starrocca Viaduct. At Deposit we saw the old wheelbarrow which carried the first load of earth when the ground was originally broken for the Eric Hailroad. Gov. Marcy was called for, here, and exchanged congratulations with the people

SEE EIGHTH PAGE